

Montana and the Sky



Vol. 38, No. 2

MONTANA AERONAUTICS DIVISION

February 1987

Conference Plans Finalized

Plans for the 1987 Montana Aviation Conference are nearing the final countdown. The Conference will be held February 18 - 21, 1987, at the Sheraton Inn in Missoula. An outline of the program is included elsewhere in this issue.

A widely varied program will bring together speakers from all facets of the aviation industry, and the exhibit area is filled by exhibitors from all over the U.S.

The Governor has proclaimed the week of February 16 - 21 as Montana Aviation Week.

Luncheon and dinner speakers will include: Thursday lunch - Robert Donahue, Associate Administrator of Airports, FAA, Washington, D.C.; Friday lunch - Jim Burnett, Chairman, National Transportation Safety Board; Friday dinner - John Baker, President, Aircraft Owners and Pilots Association; Saturday lunch - Hal Bacon, Deputy Chief of Staff, Aerospace Education, CAP; and Saturday dinner - Harry Combs, Vice Chairman of the Board, Gates Learjet Corporation.

Concurrent sessions will cover the whole range of aviation interests with well-qualified speakers. A "Flying Friend" program - offered for non-pilots only - will be conducted by Dr. Jerry Cockrell. Dr. Cockrell will also conduct two open sessions for all Conference participants - one on Thursday evening and another Saturday afternoon. His appearance at the Conferences is being sponsored by the Montana Pilots Association.

The Aeronautics Division's Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference and an IA revalidation team from Oklahoma City will present a special IA renewal seminar. There will also be a seminar for points for ag operators.

As this is the annual convention for both the Montana Pilots Association and the Montana Aviation Trades Association, their annual election of officers will take place during general business meetings held during the Conference. This will also serve as the spring meeting of the Montana Airport Management Association, and they, also, will be electing officers. Annual awards for all the groups will be announced during Conference functions.

Door prizes will be given away at meal functions and during the seminars, including round trip air fare for two to Mexico sponsored by Continental Airlines to be drawn at the dinner on Saturday night.

A preregistration form is included in this issue. Preregistration helps speed the registration process. It is necessary for those wishing to attend the kick-off luncheon on Thursday, February 19. Other meals can be purchased upon arrival, except that all meal tickets **MUST BE PURCHASED 24 HOURS** in advance of the function in order for the committee to prepare meal counts for the hotel.

The Conference registration fee is \$20 per participant or \$30 per couple - even if both are involved in aviation. Children accompanying parents are admitted free of charge.

Mathis Appointed Board Chairman



The Governor's office has announced that Ted Mathis, Bozeman, has been appointed to serve as chairman of the Montana Aeronautics Board. Mathis represents the Montana Airport Management Association on the Board.

Board reappointments include the following: Terry Marshall, Billings, representing the airlines; Mike Strand, Kalispell, representing aviation education; and Sig Ugrin, Miles City, representing the FBOs. The selection of the member at large has not been announced as of this writing.

The remaining Board members, whose terms do not expire until January 1989, include: Jim McLean, Bozeman, representing the Chamber of Commerce; Fred Lark, Lewistown, representing the MPA, Brad DeZort, Fairfield, representing the County Commissioners; and Robert Worthington, Great Falls, representing the League of Cities and Towns. Mathis's term also runs until 1989.

Continued on page 3

Administrator's Column

The Mystery Tow Bar. This tow bar is said to be that of a Cessna 182. It would appear that some pilot "goofed" by forgetting to remove it before starting the engine. It is also reported that this tow bar was found somewhere in a Montana wilderness. It is fortunate that those who found it were pilots, and thus could identify it and subsequently turned it over to the Montana Aeronautics Division to see if we could locate its owner. Inasmuch as this tow bar is repairable, it could possibly save its rightful owner some money and, therefore, if you own a Cessna 182, have a couple of dings in your prop, have flown into the wilderness, and are missing your tow bar, you will be invited to step forward at the appropriate time during our 1987 Aviation Conference in Missoula and claim it.



* * *

General Aviation Safety. If one were to believe the news media, you'd conclude that small, privately owned aircraft were falling out of the sky and taking airliners with them. NOT TRUE! The National Transportation Safety Board has just recently released the 1986 preliminary accident figures which show that general aviation, despite the two midair collisions with airlines claiming over 100 lives, has had the safest year on record. General aviation had 466 fatal accidents resulting in 958 fatalities. The NTSB figures show a 1.53 fatal accident rate per 100,000 flying hours, which is a record low. Not that we shouldn't strive to do even better to improve our safety record, but wouldn't it be great if we could only have our trip to and from the airport so safe??

* * *

Aviation Conference. Although this is covered elsewhere in this newsletter, I wish to add by urging you all to try and make it to Missoula. Bring the family, as there is something for everyone - even the children will have a program on Saturday. See you in Missoula!



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Autogas - Minus STCs - Approved for Some Antiques

Owners of antique aircraft that received their ATC (approved type certificate) or "Group 2" approval from the FAA prior to July 10, 1929, are now able to use autogas without a Supplemental Type Certificate (STC) due to the combined efforts of the Experimental Aircraft Association and the FAA New England Region.

The approved airplanes represent a list of more than 100 manufacturers and over 900 different models.

EAA Aviation Foundation President Tom Poberezny indicated that, while these antique aircraft likely used autogas in the 1920s, modern autogas is formulated differently. He also emphasized that EAA's exhaustive autogas testing did not include these airplanes and that certain guidelines should be considered before flying the antiques with modern fuel:

- * both leaded and unleaded autogas can be used, but unleaded is recommended because of the absence of potentially corrosive chlorine and/or bromine lead scavengers;

- * the effects of additives or high concentrations have not been tested in the fuel system components of these airplanes;

- * because of its higher volatility, autogas may increase the tendency toward carburetor icing. Antique airplanes could have marginal or no carburetor heat rise. Caution should be used when icing conditions are present; and

- * the high Reid vapor pressure of autogas contributes to the tendency toward vapor lock in fuel systems of inadequate design. Since no testing has been conducted in these antique aircraft, caution should be used, especially in low wing airplanes.

In addition, Poberezny said any form of alcohol, including ethanol and methanol, is **not approved** for use since it can attack the synthetic materials in the fuel system. For emphasis, a placard should be placed near each fuel filler cap, reading "Do Not Use Gasoline Containing Alcohol." De-icing fluid containing alcohol must be used in accordance with approved instructions.

Poberezny strongly recommended that owners and operators who now plan to use autogas in these airplanes obtain an EAA Autogas Information Sheet from EAA's Kermit Weeks Flight Research Center, Wittman Field, Oshkosh, WI 54903-3065 or call 414-426-4800.

Revenue Adopts New Valuation Rule

As a result of input received during the administrative rule hearing on aircraft, the Department of Revenue has adopted a new version of the administrative rule that addresses the valuation of aircraft. The new rule allows for engine hour and equipment adjustments to the value of the aircraft, provided an affidavit has been completed.

The affidavit must be completed and signed by the taxpayer within 30 days after receipt of a supplemental assessment from the assessor. The taxpayer must, on the affidavit:

1. Indicate the number of hours since the last major overhaul as of January 1 of the year of assessment.
2. Give a complete delineation of the equipment on the aircraft that is not included in the base.

Affidavit forms may be picked up at your county assessor's office.

For further information contact Mike Noble at the Property Assessment Division, Department of Revenue, Steamboat Block Bldg., Helena Avenue, Helena 59601, 443-0811.

Conference

Reservations at the hotel can be made by calling the Sheraton in Missoula at 721-8550, or toll free in state at 800-824-4536 or out of state at 800-523-1408. Be sure to mention that you will be attending the Aviation Conference.

Call the Aeronautics Division at 444-2506 or Russ Pankey in Missoula at 728-4381 for more information.

SEE YOU IN MISSOULA!!

CALENDAR

Feb. 18 - 21 - Montana Aviation Conference, Sheraton Inn, Missoula.

Feb. 18 - 21 - Aircraft Mechanics Refresher Seminar, Sheraton Inn, Missoula.

March 13 - 15 - Flight Instructor Refresher Clinic, Helena.

March 23 - 26 - Upper Midwest Aviation Symposium, Bismarck, North Dakota. Sponsored by the North Dakota Aviation Council. For more information call Jerry Olson at 701-774-8594.

May 11 - 15 - Crash/Fire/Rescue School, Great Falls.

June 15 - July 3 - Aerospace Teacher Workshops.

July 17 - 19 - Schafer Meadows Work Session.

July 24 - 26 - Comprehensive Safety Program/Fly-In, West Yellowstone. More information to follow.

July 31 - Aug. 7 - EAA Convention and Fly-In, Oshkosh, Wisc.

Sept. 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

Fire School Scheduled

By: Jerry Burrows
Aviation Representative

The 18th annual Crash/Fire/Rescue School will be held in Great Falls May 11-15. In the past, these schools have been held in late September or early October.

Montana firefighters, either volunteer or paid, are encouraged to attend this week-long school conducted by the Montana Air National Guard Fire department, especially if they are responsible for fire protection for their local airport.

For more details contact the Montana Aeronautics Division office or the Montana Air National Guard Fire Department, Great Falls International Airport, Great Falls 59401-5000.

Although the Aeronautics Division has helped with the registration, etc., costs in the past, the several budget cuts we have met recently make it impossible to do so this year.

RAYBURN TO PARTICIPATE IN CONFERENCE



Carol Rayburn, manager of the General Aviation and Commercial Division of the FAA, Washington, D.C., has an extensive aviation background with her duties having taken her from South Dakota to Montana, Arizona, Colorado, and Utah. She will attend the Montana Aviation Conference and address the participants at a concurrent session to be offered Friday and Saturday, February 20 and 21.

Carol was raised on a farm near Sioux Falls, South Dakota. She began flying while in high school, receiving her pilot and commercial certificates. She obtained her flight instructor while attending South Dakota State University where she majored in political science.

During her college years, Carol instructed, flew air taxi trips, and did fire patrols in South Dakota and western Montana. She also did some aerial application flying. She has been chief pilot of fixed base operations in Helena and Missoula where, in addition to instructing, she flew air taxi trips and was a pilot on U.S. Forest Service contracts for fire patrol, cloud seeding, and personnel and cargo repositioning missions. She also sprayed pastures and small grain in western Montana and cotton in Arizona.

After moving from Montana to California in 1972, Carol worked as a chief pilot for a fixed base operator. She was hired by the FAA in 1974 as

an accident prevention program assistant in Denver, Colorado, transferring shortly thereafter to Salt Lake City as an aviation safety inspector. During her 6 years in Utah, she progressed to the position of principal operations inspector assigned to an air carrier operating Convair 440s under Part 121.

In 1981, Carol transferred to Washington, D.C., then in 1982 became manager of the General Aviation District Office in Fresno, California. She was assigned in 1984 as assistant manager of the Flight Standards Division at the Western-Pacific Regional Office in Los Angeles. She was selected for her current position in early 1985.

Carol has flown over 6,400 hours and holds an ATP with single and multi-engine airplane, Convair 240/340/440, and Learjet ratings on it. She also has commercial privileges in single engine seaplanes and gliders and is rated as instructor in airplanes, gliders, and instrument.

Terminal Control Areas (TCA)

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

In the November 1986 issue of "Montana and the Sky," we reviewed Terminal Radar Service Areas (TRSAs) and Airport Radar Service Areas (ARSAs) in detail, noting the differences. In this and in subsequent articles, we will attempt to review some pilot training items that are important to keep up with and that seem to undergo periodic changes.

As pilots we are all responsible for maintaining our skills and knowledge according to current standards - not the standards of 20 years ago. In light of recent midair collisions and the public and congressional pressure that has resulted, it is important that all pilots take the responsibility to know the system.

At the present time, there are no Group III Terminal Control Areas (TCAs) - only Group I and Group II. The requirements listed below are minimums for civilian, fixed wing air-

craft. More detailed information may be found in the *Airman's Information Manual (AIM)* and *FARs 91.24, 91.70, and 91.90*.

Group I TCAs: (Atlanta, Boston, Chicago, Dallas, Los Angeles, Miami, New York, San Francisco, and Washington, D.C.) The pilot must have a minimum of a private pilot certificate to land or take off from an airport with the TCA. Equipment requirements are: VOR receiver, two-way communications on appropriate ATC frequencies, transponders with altitude reporting capability (Mode C) required for all flights.

Group II TCAs: (Cleveland, Denver, Detroit, Honolulu, Houston, Kansas City, Las Vegas, Minneapolis, New Orleans, Philadelphia, Pittsburgh, Seattle, St. Louis, and San Diego). All pilots, including properly endorsed students, may land or take off at Group II TCAs. Equipment requirements are: VOR receiver, two-way communications on appropriate ATC frequencies, and a transponder. Altitude reporting (Mode C) is **not** required for operations in a Group II TCA. An ATC clearance is **required** before flight in all TCAs and ARSAs. Communication with ATC is **not** required for flight within TRSAs; however, it is recommended and a good operating practice.



January SAR Activity

**By: Fred Hasskamp, Chief
Safety and Education Bureau**

One SARSAT ELT report was received. The ELT was located in an aircraft on the Plentywood Airport.

Two ELT reports were received from the Helena control tower, and both ELTs were located in separate aircraft.

With so little SAR activity this past month, congratulations are in order to all of you!

KEEP IT SAFE IN 1987!!!

FAA/NASA Safety Reporting System

By: Fred Hasskamp, Chief
Safety and Education Bureau

This cooperative safety reporting program invites pilots, controllers, and other users of the National Aviation System to report to NASA actual or potential discrepancies and deficiencies involving the safety of aviation operations.

Federal Aviation Regulations prohibit the use of any report submitted to NASA under the "Aviation Safety Reporting System" (or information derived therefrom) in any disciplinary action, except information concerning criminal offenses or accidents.

The NASA reporting system is designed and operated by NASA to ensure the confidentiality and anonymity of the reporter and all other parties involved in a reported occurrence or incident. "The filing of a report with NASA concerning an incident involving a violation is considered by the FAA to be indicative of a constructive attitude" that will tend to prevent future violations. In return, violators of an FAR may receive a waiver of the fine or suspension to which they would otherwise be subject **provided**, however, that the NASA report was

made prior to FAA enforcement action.

The FAA may pursue enforcement actions leading to a finding of guilt in the violation of the Federal Aviation Act or of any regulation promulgated under that Act; however, even though a finding of a violation may be made, neither a civil penalty nor certificate suspension will be imposed if:

1. The violation was inadvertent and not deliberate, and

2. The violation did not involve a criminal offense, an aircraft accident, or action under section 609 of the Federal Aviation Act (which specifies that the FAA may, from time to time, reexamine any civil airman), and

3. The reporter has not been found to have been in violation of the Federal Aviation Act or Regulations for a period of 5 years prior to the date of the reported occurrence, and

4. The event giving rise to the alleged violation was reported to Aviation Safety Reporting System by the violator within 10 days of its occurrence.

Anyone wishing the stamped, addressed NASA form used to make these reports may contact the Montana Aeronautics Division office or the FAA.

NDB Repair Program Curtailed

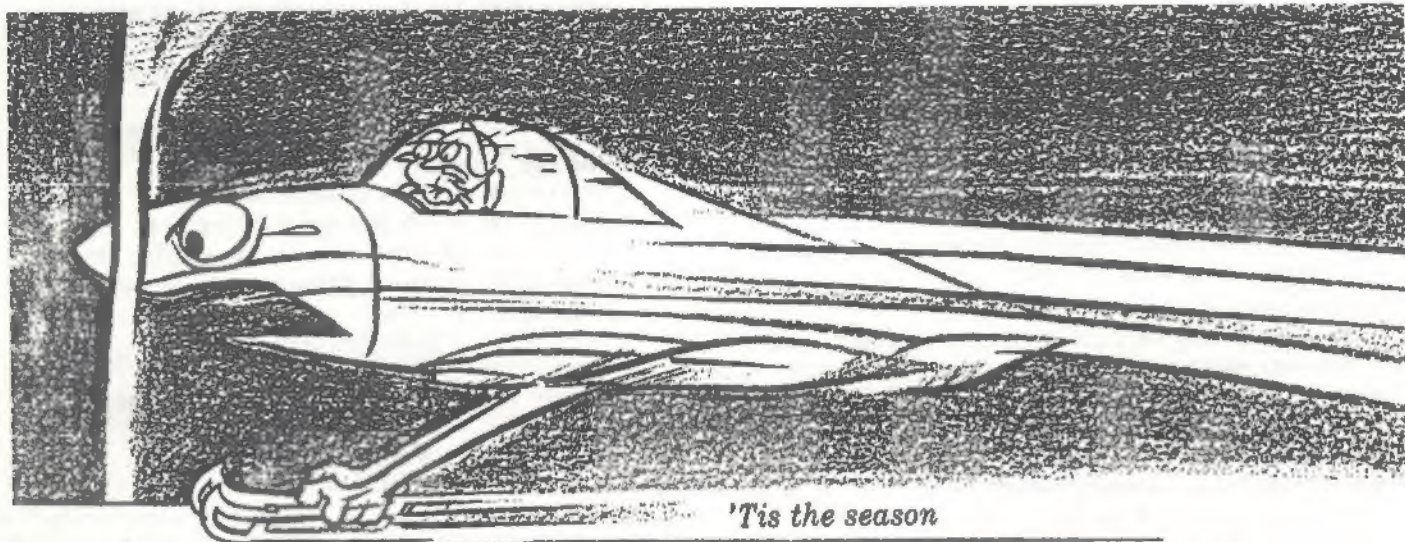
By: Jerry Burrows
Aviation Representative

Our 24 non-directional radio beacons (NDBs) located throughout the state are all operating satisfactorily, which is fortunate - fortunate because the monies that we had to make repairs on this equipment have been cut from the budget for the balance of this fiscal year as a result of the mandate to reduce all state budgets for FY 87. In addition, the repair budget for the NDBs has been reduced by half for the next two fiscal years, beginning July 1, 1987, through the budget appropriations process now taking place in the Legislature.

We do not know the full impact of these cuts, but more financial strain may be felt by the communities involved.

We had hoped to better protect our equipment from lightning - by far our major repair cost - this summer. This will now have to be put on hold.

Please keep us advised of any problems you may note with any of Montana's NDBs.



*'Tis the season
For runway freezin'*

©sbom

From FAA General Aviation News.

TENTATIVE SCHEDULE

MONTANA AVIATION CONFERENCE

(Please remember that this is a tentative schedule. Some sessions may have to be shifted before the final program is printed.)

Wednesday, February 18

- 10:00 Registration begins
- 12:00 Booth set-up begins
- 1:00- 5:00 Mechanics Seminar - IA Renewal
- 5:00- 9:00 Ag Operators Dinner and Seminar

Thursday, February 19

- 7:30-11:30 Mechanics Seminar - IA Renewal
- 8:45-10:45 Ag Operators Seminar
- 9:00- 9:45 Handling Poisons
- 10:00-11:30 Display Area Open - Coffee Served
- 11:30- 1:30 Kick-off Luncheon
 - Speaker: Robert Donahue, Associate Administrator of Airports, FAA, Washington, D.C.
- 1:30- 4:30 Ag Operators Seminar
- 1:30- 2:15 Briefings:
 - Insurance
 - Seaplane Flying
 - Hazardous Waste and Underground Storage
- 1:30- 3:15 Mountain Flying Seminar
- 1:30- 3:00 MAMA Business Meeting
- 2:30- 3:15 Briefings:
 - Flying in Canada
 - Montana Aviation System
 - Service Difficulty Reporting
 - Severe Weather Flying
- 3:00- 6:00 Display Area Open - Coffee Served
- 3:15- 5:00 Montana Aeronautics Board Meeting
- 3:30- 4:15 Briefings:
 - Decision Making
 - Federal Issues for Airport Managers
 - FAA Safety Seminar
 - Search and Rescue
 - Loran C Approaches
 - National Weather Service
- 7:30- 9:00 Dr. Jerald Cockrell

Friday, February 20

- 8:00- 9:00 Flying Farmers Business Meeting
- 8:00- 9:00 MAAA Business Meeting
- 8:00- 9:00 EAA Business Meeting
- 8:00- 9:00 99s Business Meeting
- 8:00-10:00 Mechanics Seminar
- 9:00-11:00 FAA Listening Session
- 9:30-11:00 Display Area Open - Coffee Served
- 10:45-11:30 Briefings:
 - Decision Making
 - Hazardous Waste and Underground Storage
 - Engine Changes
 - Color Analysis

11:30- 1:30 Luncheon

Speaker: Jim Burnett, Chairman,
National Transportation Safety
Board

- 1:30- 3:00 Mechanics Seminar
- 1:30- 5:30 Flying Friends - Non-Pilots Only
- 1:30- 2:15 Briefings:

Airport Promotion
Medicine
Search and Rescue
Montana Aviation System

- 2:00- 4:00 Display Area Open - Coffee Served
- 2:30- 4:30 System Plan Technical Advisory Committee Meeting
- 2:30- 3:15 Briefings:

Flying in Canada
Loran C Approaches
Safe Aircraft Fueling
Seaplane Flying
Flight Standards of the Future
Update on Federal Legislation

3:30- 4:15 Briefings:

Mountain Flying
Severe Weather Flying
Business Collections
Lube Oil Analysis
Stormscope
Weather Service

- 5:00- 7:00 Display Area Open - Hospitality Hour
- 7:30 Dinner - Western Night
- Speaker: John Baker, President, AOPA
- Dance will follow dinner

Saturday, February 21

- 8:00-10:00 MATA General Meeting
- 8:00-11:00 MPA General Meeting
- 9:30-11:00 Display Area Open - Coffee Served
- 10:00-11:00 Aviation Program for youngsters
- 10:30-11:15 Briefings:
 - State Legislative Update
 - Stormscope
 - Flight Standards of the Future
 - FAA Safety Seminar
 - Women Traveling Alone
- 11:30- 1:30 Luncheon
 - Speaker: Hal Bacon, Deputy Chief of Staff, Aerospace Education, CAP
- 1:30- 5:00 Mechanics Seminar
- 1:30- 2:15 Briefings
 - Aviation Careers
 - Medicine
 - Seaplane Flying
 - FAA Safety Seminar

2:00- 4:00 Display Area Open - Coffee Served

2:30- 3:15 Briefings:

Insurance

Safe Fueling

Severe Weather Flying

Aviation Education Panel

Flying in Canada

3:30- 5:00 Dr. Jerald Cockrell

5:00- 7:00 Display Area Open - Hospitality Hour

7:00 Dinner - Mexican Night

Speaker: Harry Combs, Vice Chairman
of the Board, Gates Learjet
Corporation

Sunday, February 22

9:30-11:00 Conference Committee Meeting



The Bill Falck Memorial Scholarship to an individual who has demonstrated a continuing quality in personal academic and aviation pursuits.

The Wagner Foundation Professional Pilot Scholarship to an individual currently enrolled in an accredited A&P course in the United States.

The EAA Tri-State Aeronautical Engineering Scholarship to an individual exhibiting promise of successfully completing the four-year Aeronautical Engineering Program.

The Spartan School of Aeronautics Scholarship for full tuition, books, and equipment to an individual seriously seeking a career as a pilot.

The EAA/Allison Gas Turbine Engine Awards (2) for full tuition at General Motors Institute plus pay toward B.S. degree in Mechanical or Electrical Engineering and work at GMI Engineering (cooperative program).

The Herbert L. Cox Memorial Scholarship to individuals already accepted at or currently attending an accredited four-year college or university in pursuit of a degree leading to an aviation profession.

Applications for the EAA Aviation Foundation Scholarship Program and more specific information on respective awards are available from the EAA Aviation Foundation, Education Dept., Wittman Field, Oshkosh, WI 54903-3065. Interested applicants can also call 414-426-4800.

EAA Scholarship Programs Stir Interest

During a time of much talk and little action over the declining interest in aviation among our nation's youth, the EAA Aviation Foundation's comprehensive scholarship programs for younger aviators has met with a great deal of enthusiasm and renewed vigor for aviation programs and activities.

This past year, more than \$100,000 in scholarships were awarded for continued study in an aviation related field.

EAA Education Director Chuck Larsen said the scholarships include grants for aspiring pilots, mechanics, and for a growing number of other professional fields.

Larsen said the scholarship program is open to all young people who are in-

terested in an aviation career. Applicants should be "well rounded individuals involved in school and community activities as well as aviation," according to Larsen, and should have established an academic record that will show an ability to successfully complete the academic activity for which they are requesting the scholarship.

Scholarships include:

Teledyne Continental Aviation Excellence Scholarship to an individual displaying the potential to become a professional in any field of aviation.

EAA Aviation Achievement Scholarships (2) to individuals active in sport aviation endeavors to further their aviation education or training.

REGISTRATION FORM

MONTANA STATEWIDE AVIATION CONFERENCE — FEBRUARY 18 - 21, 1987

Mail to: Montana Statewide Aviation Conference
Box 5178
Helena, MT 59604

PLEASE PRINT

NAME(S) OF PARTICIPANT(S) _____

ADDRESS _____

PHONE _____ EXPECTED MODE OF TRAVEL: AUTO ____ AIR ____ ARRIVAL DATE _____

REGISTRATION FEE ENCLOSED: _____ WILL PAY ON ARRIVAL _____
(Make checks payable to Montana Statewide Aviation Conference.)

I (we) will be attending the keynote luncheon on Thursday, February 19. Please make reservations for _____ people.

UNICOM Program Victim of Budget Cuts

By: Jerry Burrows
Aviation Representative

The Montana Aeronautics Division has 62 unicom scattered throughout the state through agreements with local communities and airport boards.

Our effort has always been to sponsor and develop aviation in Montana and to promote aviation safety. The unicom does this and also provides other normal communications benefits.

Our budget in this program has been severely reduced with the maintenance portion cut entirely. Most stations do not cost us anything, yet occasionally

some money is needed to operate the system. Last year, all the off-airport radios were designated multicom and had to have their frequencies changed to 122.9 MHz. Crystals cost money. This type of expense does not happen often.

The bottom line is that from now on, all unicom repair costs will be borne by the communities.

Reminder

Montana flyers are reminded that pilot and aircraft registration is now underway. Registration - both for pilots and aircraft - is mandatory under Montana law.

Pilot registration cards were mailed in December to all Montana pilots currently on file at the Aeronautics Division. Most state FBOs also have a

supply of blank cards. The deadline for pilot registration is April 1.

The December mailing also included a reminder letter for aircraft registration. Registration forms are available at the offices of the county assessors. Aircraft registration must be completed by filing the forms with the Montana Aeronautics Division no later than March 1. There is a \$100 penalty for late aircraft registration.

2,500 copies of this public document were published at an estimated cost of \$.29 per copy for a total cost of \$718.40, which includes \$543.40 for printing and \$175 for distribution.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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February 1987

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